GENERAL RAILWAY SIGNAL COMPANY

SEMAPHORE

A UNIT OF GENERAL SIGNAL CORPORATION

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Public Support Needed To Reshape Regulatory Policies

AAR President Dan Loomis Predicts Titanic Traffic By The Year 2000

Daniel P. Loomis, of Washington, D. C., and President of the Association of American Railroads, said on October 20, that the nation faces a future of titanic new freight traffic loads and must project its thinking about railroads "onto a wholly new plane" to allow the lines to meet these national needs.

Speaking in Los Angeles before the 29th annual meeting of the National Association of Shippers Advisory Boards at the Ambassador Hotel, he warned that railroads must carry much of the load that economic expansion will impose on all transportation "or else the nation will bog down in traffic jams and get fouled up in its own affluence."

Mr. Loomis pointed out that the nation's economy has almost tripled in size since 1929 and that another tripling in the next 35 years "is well within the range of trend probability." Total intercity freight traffic, now 2½ times the level of 35 years ago, could thus multiply another 2½ times by the year 2000, he noted.

"Assuming railroads do no better than to hold on to their present share of intercity freight, this means that railroad volume . . . will rise another 50 percent by 1975, then go on to double and eventually triple," the rail spokesman stated.

Powered by a 20-year, 21-billion-dollar "bootstrap overhaul" of plant facilities and operating methods, the railroads, Mr. Loomis said, "are making a 180-degree turn from a struggle to survive . . . to a new climate of aggressively seeking and handling expanding loads."

"This turn-about is demanding wholly new dimensions in railroad technology – demanding new efficiencies, new economies and new operating methods of an unprecendented depth and intensity", he continued.

The industry is on the road to further technological gains to cope with these challenges, the AAR president said, but must rely on the public to "drastically reshape pub-

(Continued on page 10)

Win A $100 Savings Bond; Rename Semaphore

Much as we don't like giving up the good old name "Semaphore", it just doesn't fit us any more. Our business, like American railroading, is far and away past the days of the smoke belching diamond stackers. Today's railroading is much more a matter of computer control and solid state electronic technique than of train order boards and "strong arm" interlockers. We've long since left the semaphore signal way behind as a meaningful symbol of GRS technology.

C&NW SIGNAL maintainer Orville B. Fink looks mighty trim for a man with 52 years of service under his belt. The wayside case houses relays and track transformers for GRS cTc and train control at Elburn, Illinois.

A FEW YEARS BACK, this Adams Motor car transported Mr. Fink on his maintenance trips—today, trucks do the job. In background is GRS crossing flasher with Model 2A gate mechanism.

So your Company newspaper needs a new name—and here's your chance to win a $100 savings bond by sending in the winner. Pick a name that will fittingly express the forward-looking spirit of today's and tomorrow's GRS.

"Semaphore" was originally chosen because it was a product which pretty well stood for all that we did at GRS. Our new name could also be a product, but not necessarily. It could, instead, be related to the people who work here and read the newspaper (like the "GRS'er"). Or, it could utilize some job or process with which we are familiar (like the "Researcher" . Or, it could simply reflect the basic idea of a newspaper (like the "Newscaster").

You name it . . . the choices are wide open.

Just remember, keep it short, keep it modern and keep it GRS related. Do that and . . . if you win the judges nod . . . you keep the $100 bond.

Here are the rules for the contest:

1. Any GRS employee may enter (except people in the Promotional Services Department and, of course, the judges.)

2. Clip out the entry blank in this issue, fill it out, seal it in an envelope addressed to "NAME CONTEST, Promotional Services Department", and drop it in the Company mail.

(Continued on page 3)

Says GRS Equipment Is OK With Him

52 Years A CN&W Signal Maintainer

Orville B. Fink started working for the Chicago and North Western Railroad at Elburn, Illinois on March 1, 1913–some 52 years ago. He's still on the job there, maintaining GRS cTc and train control equipment, and he says, "It's OK!"

Last October 18, our Promotional Services Department received a letter with a check for $1.50 from Mr. Fink. He wanted two nickle-plated terminal wrenches. He got the wrenches with a letter saying:

"We are returning the check to you as anyone that has maintained our equipment since 1913, at least, merits these wrenches free-of-charge."

GRS also sent Mr. Fink a gold-plated terminal wrench, made originally to honor the Golden Anniversary of the Brotherhood, Railroad Signalmen of America.

Our sincere congratulations to Mr. Fink on attaining 52 years of service to the Chicago and North Western.

DON'T FORGET

The Semaphore news deadline is the first of each month.

Budelman Carrier In Use By N. Y. Subway

Budelman type 65A solid state carrier telephone equipment is being used in the new radio communications system installed by *Motorola* on the Lexington Avenue line of the IRT division of the *New York City Transit Authority*.

The system provides two-way communication between subway trains, the dispatcher's office at Grand Central station and Transit Authority police officers on foot. The base stations, mobile units on trains and man-carried portable units operate in the 150-174 Mc/s band. The base stations employ transmission lines to radiate radio signals within the tunnel and are controlled through telephone circuits from the dispatcher's office.

Miami Beach Flighters Rarin' To Go

As the Thanksgiving season creeps up on us, anticipation mounts among GRSr's slated to board the annual Fellowship Club vacation trip flight.

A Saturn Airways DC-7 will be poised on the ramp at Rochester Monroe County Airport, Wednesday, November 24, ready to transport the vacationing GRSr's to the silky sands of Miami Beach.

Southbound departure is scheduled for 4:00 P.M. local time, and it is estimated the big DC-7 will gently kiss the runway at Miami International airport at 8:00 P.M. that evening.

Saturn Airways. incidentally, is the charter flight group which transports our professional grid iron greats around the country.

Vacationing GRSr's will frolic in Miami Beach and enjoy a delightful Thanksgiving dinner there with nary a dish to wash.

Northbound return to Rochester is scheduled to depart Miami International airport at 4:00 P.M. local time and arrive at Rochester at 9:00 P.M. local time on Sunday, November 28.

Fast Printing Process Saves $3.50 Per Page

When your Promotional Services Department is turning out at least one sales proposal or instruction manual per week—with many running to 50 pages, including 10 or more pages of line illustration — offset plate-making savings add up quickly.

We make savings of $3.50 per page or more using a new type of offset master with an office copying machine. That's $35 saved on a single 10 page manual.

But such tangible savings are considered relatively insignificant by GRS, compared to far greater savings in time that have been achieved.

"When we need a plate, we need it right now," says Hall E. Downey, Manager of Promotional Services. "This sytem gives us plates immediately, whether the copy is line art, text or tabular matter.

"Besides the substantial savings from using this new master instead of metal plates for quality line art, we've gained even greater savings in time by using the master instead of paper plates for text and tabular material. Substantial savings result from being able to correct errors right on the original copy and not retyping an entire paper plate —or even more costly, proofreading the whole plate again—a tedious and time-consuming operation, especially on tabular matter."

Our highly-sophisticated and automated equipment requires comprehensive sales proposals with numerous engineering drawings, schematic diagrams, circuit diagrams, tables, charts and price lists. Similarly, installation and maintenance manuals require finely-detailed description and illustration of the equipment.

With such a volume of in-plant printing to be done, close cost control is imperative and savings in offset plate-making have been highly significant.

We are achieving these savings by using the new Kodak E-V Master, introduced this spring by Eastman Kodak Company, in conjunction with a Kodak Varifax Bantam Copier and Verifax Offset Adapter, Model 1.

Production Supervisor, O. F. "Ozzie" Ostrander describes the operation this way:

"Instead of using paper plates for text and tabular matter, we have the copy typed on glossy white paper. Each page is then copied to produce a negative on a Verifax Fine-Line Matrix. The negative is next placed with a Kodak E-V Master in the offset adapter which transfers the image to the master ready for our Multilith Model 1250 offset press.

"The original copy is first proofread, of course; and this is where one of the big advantages of this method comes in. When errors are found, they are quickly and accurately corrected simply by having a new line or paragraph typed. The corrected copy then is taped over the erroneous material on the original copy before it is processed in the copier. We no longer have to send back for complete retyping of paper plates in order to maintain the high quality which is obviously imperative in sales proposals. Nor

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Ozzie Ostrander inserts paste-up art in Verifax plate maker to prepare a paper plate in seconds.

SAVE THIS DATE!

SATURDAY, DECEMBER 11, 1965

ALL GRS EMPLOYEES ARE INVITED TO THE

GRS ANNUAL CHRISTMAS DINNER-DANCE

Sponsored by the GRS Supervisors' Club at the ROCHESTER CLUB

MUSIC BY SYL NOVELLI

DINNER 6:30 P.M. DANCING 9:00 P.M. to 1:00 A.M.

TICKETS WILL BE ON SALE EARLY IN DECEMBER

WATCH YOUR BULLETIN BOARDS

for ticket price and sellers nearest you

Published for

The Employees Of

GENERAL RAILWAY SIGNAL COMPANY

A UNIT OF

GENERAL SIGNAL CORPORATION

Editor ..... Dick Hutchinson
Contributing Editor..Anne S. O'Brien
Photographer ..... Chuck Hilliker

A company communications medium, published monthly, expressly for employees, about fellow employees and company plans and policies.

September-October Patents Issued

The following men have contributed to GRS technological growth by having patents issued in their names during September and October.

J. H. AUER, JR.
L. F. WALDRON, JR.
Method and Apparatus for Detecting Objects
3,209,313

H. S. WYNN
Car Retarding System
3,209,865

D. BLAISDELL
H. C. KENDALL
Car Routing System for Railroads
3,211,907

G. W. DAVIDSON
G. O. FERM
Control System for Railway Vehicles
3,214,038

W. L. LIVINGSTON
A Vehicle Control System
3,214,039

N. B. COLEY
Control System for Railway Car Retarders
3,214,581

K. H. FRIELINGHAUS
Pulsed Ultrasonic Detector
3,214,729

TELEPHONE TIPS

Did you ever place a call—spend five minutes explaining what you want—then find you were talking to the wrong guy!

"identify yourself"

Who's "hello"? Make sure you let the caller know who you are and what department you're in. Callers like to know to whom they are talking!

Syncrosteppers, circa 1935. At least five of the members shown here have either retired or gone on to other fields of endeavor. At least four of the member shown are often on road trips now. Both regular and "fill-in" members are needed.

ATTENTION, MUSICIANS

Attencion, Musiciens; Achtung Musiker; Attenzione Musicanti.

That means "Attention Musicians" in case you didn't guess. And now that we have the undivided attention of all GRS musicians, we have information of note for you. The GRS Orchestra, better known as the Syncrosteppers, has several openings for musicians capable of reading high school grade orchestrations.

Saxaphone, trumpet, trombone, guitar, and substitute piano and bass players are needed. Periodic retirements and road trips have created a need for both regular and fill-in members.

Started informally in 1951, the orchestra became an official organization of the Fellowship Club at its inception. The group grew in size, service and prestige to three violins, four saxes, three trombones, two trumpets, drums, piano, bass, and guitar.

Past engagements, played on a scheduled basis, included the GRS Fellowship Club picnic, the Christmas Party, and the Spring Dance. Six engagements each year were scheduled at the Rochester State Hospital and two per year were slated at the Canandaigua Veterans Hospital.

Our Syncrosteppers have also played occasional engagements at the Monroe County Home along with other charitable engagements.

If you would like to participate in fun and fellowship with the Syncrosteppers, please contact: M. Hammond, extension 411; C. Goebel, extension 306 or R. Kaiser, extension 396.

Subtly Flavored Pumpkin Tarts Tasty

This autumn's pumpkin pie is likely to have a wonderfully subtle flavor in addition to its usual spicy goodness if you add Sherry. The rich and mellow flavor of California or New York Sherry seems to enhance the taste of all ingredients.

Individual tarts have a party air, but this same mixture can be put into one large baked pie shell, if desired. Whipped cream mixed with a little Sherry and a dusting of nutmeg is a good topping.

SHERRIED PUMPKIN TARTS

(Serves 12)

2 cups canned pumpkin
¾ cup brown sugar
½ teaspoon salt
1 teaspoon cinnamon
½ teaspoon ginger
¼ teaspoon cloves
3 eggs, slightly beaten
1 cup milk
½ cup light cream
1/3 cup Sherry
12 unbaked tart shells

Mix pumpkin, sugar, salt, and spices; add eggs, milk, cream and Sherry; beat with a rotary beater until well blended. Pour mixture into unbaked tart shells. Bake in a hot oven (425 degrees F.) for 20 minutes, reduce heat to moderate (350 degrees F.) and bake about 20 minutes longer, or until a knife inserted in the center comes out clean. Cool. Serve with pride.

Did You Know That . . .

. . . for each 100 million passenger miles run in 1964, the railroads were about 48 times as safe as automobiles, 3 times as safe as domestic airlines, and more than twice as safe as buses.

. . . the fatality rate per 100-million passenger-miles shows that railroads recorded 0.05 – equalled in 1959 but bettered only in 1952. By comparison, the fatality rate for domestic airlines was 0.14, for buses 0.13, and for motor vehicles 2.4.

Editor's Note: These statistics were excerpted from the remarks of Commissioner Kenneth H. Tuggle, Interstate Commerce Commission, at the presentation of the E. H. Harriman Memorial Awards, Statler Hilton Hotel, Washington, D.C., September 22, 1965.

SEMAPHORE NAME CONTEST

(Continued from page 1)

3. All entries must be in not later than December 15th, 1965.

4. In case of a tie, the contest judges will ask the tying entrants to submit in 25 words or less, "Why I Think This Is A Good Name for Our Newspaper".

5. The decision of the judges will be final. The judges will be: Syd Freeman, Myles MacMillan, Hall Downey, Jack Hendershott and Ray Durbin.

So, send in your entry now. Remember, that good idea you have cant win the prize if you don't send it in.

Editor's Note: Syd Freeman, Ray Pierce (former manager IR) and Hall Downey were judges in 1956 when "Semaphore" was originally named.

Fill out this coupon, and mail it in a sealed envelope to:
"NAME CONTEST", *Promotional Services Department.*
Entries must be in not later than December 15, 1965
I THINK THE "SEMAPHORE" SHOULD BE CALLED:

.....

My name: ..... Dept. .....

HOME IS WHERE THE HURT IS

How often have you greeted a member of the family with the words, "I'm so glad you're home safe and sound!" What a shock it is to discover, then, that home isn't the cozy little haven we sometimes think it is. Of the 45,000,000 injuries estimated to occur annually in America, about 20,000,000 happen in or around the home.

Accident hazards lurk in every area—a child's toy left on the staircase . . . forgotten objects blocking

a dark hallway . . . overtaxed wiring in the kitchen . . . unlabled bottles in the medicine cabinet . . . cluttered storage closets . . . oily cleaning clothes strewn about the garage. At every turn there are potential dangers which can easily be corrected to make home the safe and secure place it should be. Here are a couple of easily corrected, but common household dangers:

It is no wonder, therefore, that housewives and children are the victims of about three-fourths of all home accidents — they spend most of their time at home. Whether you live in an apartment or a private house, it is your responsibility to eliminate as many hazards as possible, for the safety of your families, your guests, and yourselves. A periodic room-by-room check will help you decrease accidents in your home. For instance, in the

LIVING ROOM:

Are outlets loaded with temporary extension cords, overloading circuits, just to suit a new furniture arrangement?

Are lamp and TV cords placed so they won't kink or get the insulation scuffed off?

KITCHEN:

Do you mop up greasy spills as soon as they occur, so as to prevent a nasty fall?

Do you keep flammable materials away from burners, like towels, cook books, cooking oils, aprons, etc.?

Are poisonous substances like cleaning fluids, bleaches, and lye out of reach of children?

Do you light the match before you turn on the gas—and do you check that all burners are turned off completely after use?

BATHROOM:

Is your tub or shower equipped with suction type bath mats, non-skid strips, or wall-mounted grab bars to prevent slippage and falls?

Do you keep radios, electric heaters and the like so they can't be reached from sink, bathtub, or shower. Electricity and water mix TOO easily!

Are dangerous medications out of reach of toddlers?

BEDROOMS:

Can you reach a light switch without getting out of bed?

Are upper story windows securely screened or locked so small children can't open them and tumble out?

Ever smoke in bed?

BASEMENT:

Are all electrical appliances and power tools properly grounded, either with a 3-prong grounded plug and outlet, or a ground strap?

Are all volatile liquids properly stored—outdoors in a properly ventilated storage place?

Cellar stairs and work area—are they well lighted and uncluttered?

Any loose cellar steps?

The list could go on—but you get the idea. Making home a safer place for your children, your visitors and yourselves need not be a difficult task if only each member of the family will take the time and make the effort to be a little more safety-conscious. Safety is the responsibility of every homeowner . . . and it begins with YOU.

WANTED

Piano rolls for player piano. Any amount. Contact Kenneth Embling, Inventory Control, ext. 369 or call Caledonia, KE 8-4506.

FOR RENT

Apartment, 3 rooms down, heated, redecorated, parking. $80.00 per mo. Adults perferred. 3 Ariel Park, between Clifford Avenue and Avenue A. Contact Benjamin R. Ledien, Case Wiring, ext. 444 or call UN 5-8354.

FOR SALE

Green 2 piece sectional, 2 blonde step tables, 2 lamps, 1 blonde coffee table. Call ID 6-3215, Mary Aureli.

WANTED

GRS'rs to help decorate the GRS cafeteria for the Fellowship Club's big annual Christmas Party. Please show up on Sunday, December 12. between 1:00 P. M. and 5:00 P.M. full of energy and ready to work.

Craftsman tilt-table saw, motor and bench included, $30.00. Contact James Pollock, Data Processing, ext. 514, or call OS 1-4857.

Gas stove, 40-inch, four burner; pool table 4 ft. x 8 ft. Both in excellent condition. Reasonable. Call CL 4-8872 after 5:00 P.M.

Banjo. Beautiful Silvertone (made by Kaye) 5-string, with mylar head and removable wood back. Proof condition. Has an extra set of strings. Less than a year old. $30.00 firm. Contact Paul F. Doering, Systems & Procedures, ext. 404 or call UN 5-8637.

J. C. Higgins shot gun, 12 gauge, pump, like new. Priced to sell. Call Charles F. Reedy, CH 4-5632.

Standardbred gelding. Western trained. Gentle, but not for a child – needs experienced rider. Call Louis Rebaud, Byron, LI 8-2812 or ext. 333.

1960 Jag 314, interior excellent, needs some body work. Best offer over $700.00. Contact Malcolm A. Lane, Roberts Wesleyan College, days, 594-9471.

1965 Chevy II, four speed transmission, 283 V-8 engine, Positraction rear end. Contact Ralph Weidman, Tool Stock 1, ext. 258 or call FA 8-7022.

1960 Volkswagen Station Wagon. Engine very good, new battery and clutch. Transmission shot. Has gas heater in excellent condition, four very good tires (two are new snows). Buy as a unit or buy engine or heater. Unit, $300. Engine, $150. Heater, 100, (this was $250 new). If purchased as a unit, you get an extra generator, coil, distributor, fuel pump, carburetor and 3 fan belts—all in good condition. Contact Steve Vanderwoude, AE, ext. 464 or call 243-0362.

1959 MGA Coupe, white, 1500 cc engine, positive traction, 411 rear end, Michelin X tires. Good condition. Contact Lyle F. Moore, EW, ext. 436 or call FR 7-1445.

36 inch Universal gas range, $50. 44 inch canopy, $5.00, and 26-inch girls bicycle, $15.00. Contact George Kohlmeier, Transformer, ext. 267 or ID 6-4508.

In Memoriam

From our roll of RETIRED employees:

Gustave Weiss	October 21
Randel B. Stover	October 30

GRS FELLOWSHIP CLUB CANDIDATES FOR 1966

OFFICERS—One for each office to be elected

PRESIDENT

JOHN L. LANGDON, Research

PHIL BROWN, Foundry

FIRST VICE PRESIDENT

HERBERT SOHN, Engr.

SECOND VICE PRESIDENT

NORM STAPLES, Prod. Control

TREASURER

ARLENE HAMBLIN, Research

WILLIAM RAPKIN, IC

RECORDING SECRETARY

KARMA MARTEL, Sales

PAT QUETCHENBACH, Eng. Serv.

FINANCIAL SECRETARY

ANN FESS, IC

BARBARA LOJEK, Eng. Serv.

BOARD OF DIRECTORS

SIX TO BE ELECTED

JOE ABREU, Relay

JIM ANDERSON, Insp.

ARTHUR BURLEW, Eng. Serv.

CHARLES DAHLBERG, AE

OVER

BOARD OF DIRECTORS (Continued)

GEORGIA DAVIS, Purch.

ALETHE SHELDON, Payroll

JACK SIMONIDES, Tool Sk.

TOM SKIPWORTH, Relay

ESTHER SMITH, Eng. Serv.

NORM RANZENBACH, Milling

HAROLD WALSH, Prod. Control

RALPH WEIDMAN, Tool Sk.

CARRY-OVER DIRECTORS
TWO TO BE ELECTED

GALE HARRISON, Eng. Ser.

JOSEPH LUBANSKI, AE

ALLEN MERCER, Research

ROY SADLER, TR

ARTHUR YOUNG, M

Canadian National Cuts The Ribbon At Its Toronto Yard

With the new automatic classification facility the railroad will now be able to cut yard time in half, and speed shipments.

This article from the May 24, 1965 issue of Railway Age is reprinted here with the kind permission of the publisher. GRS supplied the yard automation for this multi-million dollar facility. We feel this article will give GRS'rs a better insight on the far-reaching effects our products will have on our neighbors in Canada.

Canadian National on May 17 passed an important mile post in its current program of building a nationwide system of modern, automated freight yards and terminals. At ceremonies in Toronto, CN officially opened its $75 million Toronto Terminal Project—a 1,000 acre freight classification complex that can sort 5,000 cars daily. A 75-mile access route is part of the improvement.

CN President Donald N. Gordon told the gathering of government and railroad officials and other guests that "this yard represents a long-term investment in the future and represents an ultimate saving that will be measured in millions of dollars." He said the new facility has been described as "tomorrow's yard today. We are trying to make the whole Canadian National System ready for tomorrow."

The latest technology

Toronto Yard is a highly advanced freight-handling facility. It is the fourth major automatic yard opened by CN in the past three year. Assisting to control the overall yard operation are an analog computer, radar, teletype machines, talk-back speakers, private line telephones and seven radio systems.

There are 158 miles of trackage in the yard, including 20 tracks for receiving freight trains, 121 tracks for classification of through trains and transfer of local trains, and two yards of six and seven tracks for departures. The yard's standing capacity is 11,000 cars.

Cars moving over the yard's humps are sorted by a combination of automatic switching, exterior retarding and the "master-minding" of the analog computer. Retarder operators, however, can over-rule the computer-directed sorting.

Also contained in the yard are a car maintenance shop, motive power maintenance facilities, a car cleaning plant and maintenance of way yard. Piggyback facilities are planned for the future.

Other phases of the project

An important part of the Toronto development was the construction of an access line to the yard from Burlington in the west to Pickering in the east, a distance of 75 miles. The job involved 138 miles of track, 53 bridges and grade separations, the movement of 9 million cubic yards of earth, and placement of 925,000 cubic yards of sub-ballast and ballast.

It was necessary to create the new access line because of the existing radial pattern of railroad lines into the center of the city. The new line passes around the perimeter of the city, cutting across these lines.

The Toronto Yard will bolster CN car-handling operations at Moncton, Montreal and Winnipeg. By cutting freight car yard time in half, it will speed shipments over the CN system. Operations at the new facility will take the pressure off other Toronto terminals, which include six mainline subdivisions and all branches, spurs, yards and other facilities within a radius of 10 miles of Union Station.

The side effects

Creation of the Toronto Yard has had a far-reaching influence on the immediate area. CN's older downtown yards are no longer needed and are now free for redevelopment purposes. Near the yard itself, industrial development is moving ahead at a fast pace.

East of the Toronto Yard is Vaughan Acres, a 600-acre industrial park, of which CN owns 250 acres. The railroad is actively promoting industrial development of the site, and thus far eight firms have located or purchased property there.

* * *

It's is much easier to be critical than to be correct.

The Origin Of Banking In The U. S. A.

By M. J. Schopp

The following talk was given by Michael J. Schopp, Service Foreman in our Maintenance Department, before the October meeting of the Rochester Numismatic Association.

Mike Schopp

The handling of money, better known as "banking", had its beginning in this country as early as 1620. It is quite logical that New England became the birthplace of this enterprise, as most of the shipping was centered around Boston. Naturally, there was no native coinage because the Colonists brought the only coins that there were in this country from their homeland.

Conditions were so primitive that the Colonists used the Indian's money—Wampum. This was legal tender in 1643, and continued to be for another twenty years. The first mint in this country was established by the Massachusetts Colony in 1652 and it turned out silver shillings for a span of thirty-two years. The mint was finally closed by order of the Crown.

In the year 1690, the first paper money ever issued in the British Empire took the forms of letters of credit, and had an issue of 7,000 pounds. These first bills of credit were used to pay for military action against the French in Quebec.

Because these bills were to be redeemed by taxes and the Colonists were loathe to pay unwanted taxes (and who isn't), it soon became apparent that more credit was necessary. By 1710, the face value of bills outstanding was 160,000 pounds. Maturities were lengthened out from two years to as long as thirteen years in some cases.

The Crown colonies finally realized that the chances for redemption of these notes with specie money were extremely remote. By 1727 these bills of credit were only worth 1/10th of their stated value.

Here were the first lessons of depreciation and irredeemable paper currency. How many times we were to follow this primrose path of easy credit and inflation. Even today, when all lessons should have been learned, we are going to remove silver certificates (redeemable in precious metal) and substitute Federal Reserve notes (which will have base metal coins to back them up). Where do we go from here?

Now, let's get back to Massachusetts. In 1733, a bank was founded in Boston, but it was nothing like the banks we are acquainted with today. This bank resembled a combination pawn shop and auction house, but it was a step in the right direction.

Along came the American Revolution and the Continental Congress was hard pressed to finance a war. They could not levy taxes, as they were not empowered to do so. This caused them to resort to printing paper money. They printed six million dollars worth of paper in 1775, and it held its value for but a short time. As more money was needed, the presses turned it out without an increase in specie. The inflation was so bad that five years later, in 1780, eighty dollars worth of paper was worth one dollar in specie.

It is interesting to note here that the United States Treasury was instituted during the War of Independence but was then called the "Office of Accounts".

Toward the end of the war, Alexander Hamilton was gaining in stature due to his financial "know how" and because he had succeeded in securing foreign loans. He thereby created the first national debt, but was also successful in guiding the new Republic to a sound fiscal and monetary policy.

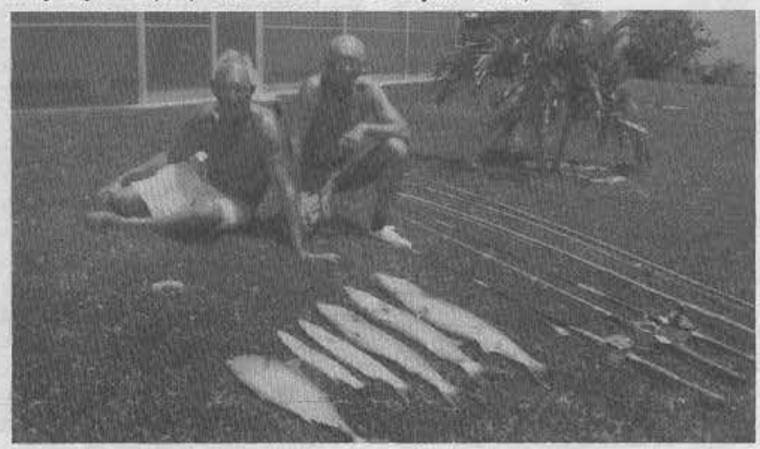
Believe it or not, in 1784, the Bank of North America in Philadelphia and the Massachusetts Bank in Boston were created and have survived to the present day. They were molded after the Bank of England, which was established in 1694, and was founded on solid banking principles.

Several other innovations were instituted for stabilizing currency, such as the Suffolk System in Boston. These canny New England bankers banded together, and

(Continued on page 10)

GRS NAMES IN FOCUS

CLEM KNIGHT (right) gingerly handles business end of sword fish hooked July 18 by Ray Volk (left) on Clem's boat off Pompano Beach, Florida.



ANOTHER days catch (August 12) displayed on Clem Knight's lawn.

"Biggies" Biting At Pompano Beach, Florida

WIND, RAIN POUND POMPANO BEACH

Vacation paradise is what you might call Pompano Beach, Florida—but fisherman's paradise is what Clem Knight could call it. Judging by the two days catches shown in Clem's photos, the piscatorial denizens of Pompano Beach waters are raring to snap at the bait.

Clem wrote Karl Abendroth on September 26 and told a bit about hurricane Betsy. Clem fortunately came through with little or no damage—except all of the trees and shrubs down there are leafless after three days of heavy winds.

Pompano Beach has since been pounded by several heavy rainfalls —over 20 inches in one 24 hour period and some 12 inches in another 24 hour period.

Clem's boat was wisely in storage when Betsy hit with all her snarling fury. We all hope that by now everything has settled back to normal for all GRS retirees in the Florida area.

Karen Ann Hawkes

TO BE MARRIED

The engagement of Karen Ann Hawkes, daughter of Carl Hawkes, Engineering Services, to Albert Hoffman of Engineering Services, was announced October 22.

They plan to be married March 19, 1966.

SIX FEET THREE INCHES of fighting sword fish (Xiphias gladius to any ichthyologists hanging around) weighed in at 26 pounds.

More GRSr's Head For Higher Education

Our September Semaphore carried the names of 28 GRS folks who had signed up for the fall semester at various local schools.

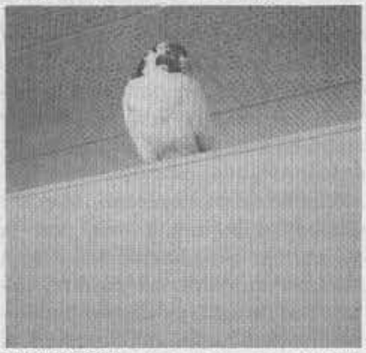
Here is another group—17 more applicants for advanced learning at various local schools: Allan C. Coleman—Industrial Relations; Ernest Borer—Application Engineering; Harry Dieter — Machine Shop; Joseph Duchnevich — Engineering; LeRoy K. Edwards—Order & Estimating; Louis P. Fichter—Maintenance; John Finnerty — Relay-Adj.; Timothy Hart—Payroll; James Y. Howard—Engineering; John R. Lawrence—Foundry; Frank C. Lisuzzo—Research; John R. Mayne, Engineering; Joseph Polizzi, Jr.—Eng. Services; Chester Seeger, Jr.—Guard; Richard A. Segraves—Production Control; William B. Taylor —Traffic; Joseph C. Weiser—Engineering.

Your Semaphore can't stress enough the crying need for trained people throughout industry, and we can't help but applaud these people who *do* something about it. Good luck in your studies, and remember that a "big shot" is just a "little shot" that kept on shooting.

AE Dept. Hosts Famed Statue Decorator

When the men of AE came to work Wednesday morning, October 20, they found an unexpected guest. Overnight, they had become hosts to one of a family that has been famous for their adornment of statuary dignitaries for many centuries.

The guest had evidently found an open window overnight, sailed in, and perched contentedly on an air conditioning duct—ready for a long and comfortable nap.



OVERNIGHT guest warily eyes photographer who at the same time was warily eyeing the guest.

Our sleepy squab became a disgruntled dove when your photographer poked his lens at him and disturbed his morning siesta. Somewhat petulantly, our pigeon preened itself and posed poutily for a portrait.

Roy Kassman's desk in AE, it so happens, was immediately adjacent to our guest's new nesting place. Roy, like AE's Joe Englert, suddenly developed a vigorous probia against being mistaken for a statue. (In the past few months, Joe Englert's lunch hour experiences with pigeons in a New York City park have become legend.)

FREED pigeon reflects momentarily in roof-top puddle before taking flight.

At any rate, a call for aid was speedily placed to the Maintenance Department. An opened window provided a handy exit — and our guest was free to continue its lifetime search for bigger and better statues.

No. 1 League News

By Reg. Oberrecht

The keglers settled down during October and posted new high scores team single and three game totals, and individual three game totals. However, Lyle Hodgdon's high single of 231 in September survived the assault. The individual high three game total is shared by Clarence Schenck and Ray Stallman at 623. Clarence replaced Joe Hargarther on the Relay team. Joe had to withdraw to fight a bout with arthritis. Chuck Shire had to leave the league to play father and mother to his two youngsters and new baby boy while his wife recovers from a tough infection. Chuck has been replaced by Dan Hunt.

Ed Donatella's Genesee team had a hot night and posted a high single of 974. Dick Jackson's Sales team seems to be a hard team to beat. They still lead the league with 21 points won and 7 points lost. Sales also posted a high three game total of 2576.

I.M.C. Major Industrial Bowling League

by Charlie Eberhard

The G.R.S. five with a 910 average holds down 9th position after the first 7 weeks of play in the fifteen team Industrial Wheel. During this span Bill Rybak has rolled a 621 series and Bernie VanSice has come through twice with 622 and 619. Bill Rybak also leads the team and is in the Individual standings with a 192 average followed by Bernie VanSice 190, Charles Eberhard 181, Dick Jackson 180. and Charlie Andreasen 180. The league bowls every Saturday at Perry's Bowling Hall at 4:30 P.M.

* * *

Research reveals that tall men are just as short at the end of the month as anybody else.

* * *

The average is merely the poorest of the good and the best of the bad. Quit boasting about being average.

CLUB CHAMP Frank Savino, left, happily hefts trophy presented to him at banquet October 11. From left Walt Samolio, Don Hargrave and Chuck Dahlberg.

"B" FLIGHT winners "Gordy" Thomson and Don Jamison both of AE pick up their trophies. Runner up Gordy Thomson, also a contender for club championship, received another trophy later.

"A" FLIGHT champion sod busters Dick Jackson, Eng. Services (left) and Don Hargrave, Cafe, (second from right) share first place loot.

SOD BUSTERS BANQUET

By Harvey Heer

The golf season has come and is gone again, and what a time was had by all members. Every Monday evening we had the privilege of getting angry with the starter, with ourselves, and with our opponents. The best is, however, that we will all be back next year for more of the same ordeals.

This year has been an interesting one to say the least. First Carl Mazeika killed every snake in sight on the tenth hole at Churchville, Bob Glines hit a sky rocket, and Harvey Heer putted from the top of a club house.

However, the highlight of the season was the annual banquet and awards which took place at Logan's. The food was excellent, the fellowship great, and the nerve tonic soothing.

The annual banquet again this year was the setting for the annual business meeting which again was conducted according to Robert's rules. We chose as our leaders for next year Walt Samolio as president, Frank Savino as vice president, Bill Smith as treasurer, and Gerry Paul as Secretary. The entire assembled group expressed confidence in the elected group and the hope that next year will be as fine a year as this one. See you on the links next year.

TABLE TENNIS CLUB PADDLE PATTER

By Charlie Dahlberg

The 23-member GRS club is well into its 1965-1966 season. On Nov. 3, the Industrial League commenced at the Genesee Valley Table Tennis Club.

Last year GRS finished 6th in a 10 team league. Trying for a better showing this year are Ray DiMuro, Charlie Dahlberg, Don Clawson, and Paul Glogowski.

Anyone interested in joining the club and/or playing in the Industrial League can contact any member of the club.

This season's officers are Ray DiMuro, Pres.; Ed Walker. V.P.; Lou Bloechl, Sec. and C. Dahlberg, Treas. The Board of Directors consists of Charlie Rose, Gale Harrison and Bob Kesselring.

Plans are being made for future events such as an intra-club tournament and the raffling of a used table.

GRS'r Wins On TV's Strike Bonanza

In his TV debut on Rochester's new bowling show STRIKE BONANZA on October 10, Lou Carusone, yard crane operator in the GRS Foundry, spilled 231 pins. Lou collected $300 for his efforts, and for a "once-a-week" bowler, that's not bad. At this writing, his 231 is still top score for the new TV show.

Lou Carusone

Formerly a "five-nights-a-week" bowler, Lou at one time managed the 20th Century Lanes on North Street for four years, from 1957 to 1961.

For two years Lou also managed Carbonneau's Bowling Hall on State Street from 1955 to 1957. This was one of Rochester's oldest bowling halls prior to a devestating fire. Some of Rochester's best and best known bowlers came out of Carbonneau's.

Lou's all time high single game is a 289, rolled at the former Rochester Bowling Center. In the 1958 ABC's in Syracuse, Lou banged out a nine game series of 1864 for an average of 207 plus.

A veteran with 33 years of bowling behind him, Lou now captains the LeChase Construction team. Each of the men on his team sports over 30 years bowling experience —a very formidable combo. They bowl Monday nights at Edgerton Lanes.

Lou's team plans to enter the 1966 ABC's at Rochester's War Memorial.

Origin of Banking . . .

(Continued from page 7)

would accept only System members' money or redeem it for specie. This combined action soon forced other outlying banks either to join up or work alone. It might be well to explain here that each bank across the nation had its currency printed to suit its own design. More than 10,000 known varieties, and 25,000 unlisted varieties of currency are known to have existed. To belong to the Suffolk System it was necessary to maintain a balance of $2,000 in specie with the Suffolk Bank.

Needless to say, Massachusetts was on a sound financial basis, and trade naturally gravitated to this state. Other New England states soon followed suit.

As time went on, the Suffolk System was replaced by the Boston Clearing House Association, which started business March 29, 1856 with twenty-eight member banks. To prove the value of integrity, all of the original twenty-eight banks are in existence today—renamed, perhaps, but none the less active.

For example, one of these banks was the Rockland Bank of Roxbury which adjoined what is now downtown Boston. This bank was founded in 1853.

Another bank, called the Atlas Bank, was founded in 1833. The original charter was signed by Levi Lincoln, the Governor of Massachusetts, on March 23, 1833. A third bank known as the Webster Bank was founded on June 6, 1853 with William Thomas as its president. In 1904, Atlas and Webster merged to become the Atlas-Webster Bank. The Atlas-Webster and Rockland banks merged in 1948, and today they are known as the Rockland Atlas Bank.

During the great fire of Boston in 1872, specie was suspended for a short time. Even though this fire destroyed 1/10 of Boston's real estate, and almost one thousand business places, the banks mobilized their resources behind the Clearing House and continued to operate.

And so it goes, American courage and determination have been able to overcome most obstacles. This narration dealt only with banking in New England, but basically the same history of banking can be repeated throughout the nation. We all know that disaster in one form or another has struck in some areas, like a thief in the night.

Luckily, Americans can face adversity and fight back. It's been our heritage, handed down to us by the early colonists.

AAR President Predicts

(Continued from page 1)

lic policies governing these vital carriers. He added:

"Railroads will have to be placed on an equal cost and tax basis along-side other carriers, freed of senseless old restrictions over pricing and diversification with other forms of transport, and allowed to merge and radically restructure their vast plant."

Mr. Loomis reported that railroad freight volume is on the track to a new peacetime high in 1965—the fourth successive year in which railroad freight has increased by 5 per cent over the preceding year. He also said the industry is recording an all-time record this year in capital outlays for modernization of plant and equipment, spending over $1.6 billion.

Railroadmen would like to be investing still more, the railroad executive stated, but revenues and earnings have not reached the level needed to support such expenditures.

"In fact, in order to carry more in this rough-and-tumble competitive era, railroads are charging less. And while this has shaved railroad income, it is resulting in one of the most encouraging trends in transportation," he declared.

Mr. Loomis said that average rail charges per ton-mile of freight service currently show a rate of 1¼ cents—14 per cent below the 1958 level and back to roughly the same amount as in 1948—despite increases in the government's Consumer Price Index of 9 per cent since 1958 and 30 per cent since 1948.

"It is obvious that the more efficient railroad transportation can become and the more traffic we can shoulder, the more railroads can contribute toward holding the cost line in all of American industry," he continued. "Here is a powerful counter-inflationary force working to the benefit of shippers and consumers everywhere."

MEDICARE DATA MAILED . . . LOCAL OFFICE OPEN THURSDAY EVENINGS

Working round the clock since September 1st, Social Security Headquarters in Baltimore has completed the mailing of Medicare information kits to all of the 15½ million persons 65 and over on the Social Security and Railroad Retirement rolls.

In the Rochester area all of the 60,000 elderly social security or railroad retirement beneficiaries should have by now received their kits and the application for the supplementary medical insurance part of Medicare, Joseph M. Tomaino, Social Security District Manager stated.

Many of the older persons not on the benefit rolls have already been in touch with the local office, but many others still need to take action to protect their Medicare rights. Tomaino pointed out that those who have reached 65 and are still employed or self-employed will need to sign up for social security even though their earnings prevent them from currently receiving cash benefits. This will enable them, however, to get hospital and medical insurance protection. About 2,000 recipients of Public Welfare will be informed by the appropriate agencies as to what action they should take.

Tomaino emphasized that people now 65 or over do not have to be eligible for cash social security benefits to be eligible for health insurance benefits.

The enrollment period for all those who will be 65 or over before the end of this year, closes March 31, 1966. This deadline is very important, Tomaino stressed. Everyone who is 65 or will be by January 1, 1966, must return the medical insurance enrollment card by that date if he wants full protection when the program goes into effect July 1, 1966.

The Rochester Social Security District Office located at 107 North Clinton Avenue is remaining open Thursday evenings until 9:00 P.M. for the convenience of those who cannot come during regular office hours. Many of those up in years, he noted, may not be able to get out of the house by themselves. Relatives and friends may be able to accompany them in the evening.

Fast Printing Process Saves $3.50 Per Plate

(Continued from page 2)

does the complete page have to be proofread again, just the line or paragraph which contained the error.

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